

APPENDIX E

TRANSIT-ORIENTED DEVELOPMENT CHECKLIST

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Local governments play a significant role in promoting Transit-oriented development through plans, policies, zoning provisions, and incentives for supportive densities, designs, and mix of land uses. This checklist is intended to guide communities in reviewing proposed projects and in assessing the transit-friendliness of current land use codes and ordinances, particularly within ½ mile of transit stations.

Land Use

- Are key sites designated for "transit-friendly" uses and densities? (walkable, mixed-use, not dominated by activities with significant automobile use)
- Are "transit-friendly" land uses permitted outright, not requiring special approval?
- Do Zoning minimums limit opportunities for smaller, more affordable units?
- Are higher densities allowed near transit?
- Are auto-oriented uses discouraged or prohibited near transit?
- Do recent changes to zoning to allow/encourage transit supportive development?
- Are multiple compatible uses permitted/promoted within buildings near transit?
- Are the first floor uses "active" and pedestrian-oriented?
- Is a mix of pedestrian-served uses concentrated within walking distance of transit?
- Is housing allowed in commercial zones?
- Are retail and commercial services encouraged near office areas?
- Does zoning provide any real incentives for mixed use?
- Do policies exist that allow/promote vertical zoning within the corridor?

Street Patterns & Parking

- Are parking requirements reduced near transit, compared to the norm?
- Is structured parking encouraged rather than surface lots in higher density areas?
- Is most of the parking located to the side or to the rear of the buildings?

Site & Building Design

- Are buildings and primary entrances sited and oriented to be easily accessible for pedestrian traffic?
- Does the site's design allow for the intensification of densities over time?
- Are street patterns based on a grid/interconnected system that simplifies access for all modes?
- Does the site's street pattern connect with streets in adjacent developments?
- Are sidewalk/pedestrian plans required for station area developments?
- What regional emphasis has been placed on pedestrian facilities and systems as part of land use planning?
- Do the designs of areas and buildings allow direct pedestrian movements between transit, mixed land uses, and surrounding areas?

- Are there sidewalks along the site frontage? Do they connect to sidewalks and streets on adjacent and nearby properties?
- Are there convenient crosswalks to other uses on- and off-site?
- Are buildings and parks used to provide a focal point or anchor the area?
- Do buildings incorporate architectural features that convey a sense of place and relate to the street and the pedestrian environment?
- Are amenities, such as storefront windows, awnings, architectural features, lighting, and landscaping, provided to help create a comfortable pedestrian environment along and between buildings?
- Are there trees sheltering streets and sidewalks? Pedestrian-scale lighting?
- What is the status of existing and planned pedestrian facilities, including curb ramp transition plans in station areas?
- Is secure and convenient bicycle parking available?
- Are pedestrian routes buffered from fast-moving traffic and expanses of parking?
- Does the street design in key pedestrian districts encourage slower traffic speeds?
- Can residents and employees safely walk or bicycle to a store, post office, park, café or bank?